

Honolulu High-Capacity Transit Corridor Project

Meeting Minutes

Date of Meeting: Wednesday January 25, 2006, 1400-1500
Location: Pearl Harbor Building 150, Flag Conference Room

Subject: Introduction and Project Overview Meeting with NAVFAC Hawaii

Attendees: See attached sign-in sheet

Summary:

- Toru gave an overview of the project. Clyde then gave a brief summary of the alternatives. A handout of the alternatives including the alignment segments that will be analyzed was distributed.
- References to HonoluluTransit.org were provided where detailed descriptions of the project could be downloaded.
- Attention was focused on the two areas of impact on Navy properties: Navy property near the Honolulu International Airport and Kalaeloa Redevelopment.
- Along the Kamehameha Highway alignment, potential stations are being considered to service Aloha Stadium, Arizona Memorial, and Makalapa Gate.
- The Arizona Memorial station may be deleted since the station is very close to the Aloha Stadium station. Consideration for having a Park Shuttle from the Memorial Visitor Center to the Aloha Stadium station at Richardson Field was discussed. Navy owns property at the Visitor Center but Park Services operates the facility. Lawrence mentioned that the Parks Service submitted a letter expressing a desire to have an Arizona Memorial station. Navy clarified that they would defer to National Parks regarding discussions of a station at this location.
- Navy indicated that they do not anticipate many problems with having the Makalapa station near the intersection of Radford Drive. Fence lines can be moved back to accommodate the station along any of the four intersection corners. There is a drainage problem on the mauka/Ewa corner. Culvert is undersized resulting in flooding in the area.
- Two of the Nimitz Highway alignments run along the mauka side of the airport viaduct. One alignment runs up Camp Catlin Road to service both the airport and Salt Lake. Stations proposed at both ends of Camp Catlin Road along Nimitz Highway and Salt Lake Boulevard. Navy will overlay their redevelopment plans of the housing in the area and provide input.
- The other alignment runs on the full length of Nimitz Highway on the mauka side of the Airport viaduct. Elevated and at-grade facilities are being considered.
- Navy property along the mauka side of the airport viaduct and along Camp Catlin Road will be required if either of those alignments are selected as the Locally Preferred Alignment.
- The Navy indicated that parts of properties along Bougainville Drive are owned by the Navy. A station is being considered on the Salt Lake Boulevard alignment at the intersection of Bougainville Drive. This station may be deleted as it is fairly close to the Aloha Stadium station.
- The Navy inquired if transit service to Iroquis Point was being considered. The alignment that goes closest to Iroquis Point runs on Fort Weaver

Road to Geiger Road. From there it turns toward Kalaeloa. Portions of the alignment along Fort Weaver Road may be at grade.

- Navy indicated that it has no strong preference on alignments in this area as long as Navy personnel would have reasonable access to the system via improved feeder bus service or P&R.
- City has met with HCDA to coordinate transit service to Kalaeloa. HCDA expressed a desire for the transit service and indicated a route following the relocated Saratoga Avenue alignment. HCDA located a parcel on the makai/Waianae corner of Saratoga Avenue and Wakea Street that could be provided for use as a transit maintenance yard.
- The Point of Contact (POC) for the Navy will be Lynn Tanaka.
- The POC for DTS will be Faith Miyamoto.

Actions Required:

Distribution

By: Clyde Shimizu

File: #16434A

Mark Scheibe

Honolulu High-Capacity Transit Corridor Project

25 Jan 06

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